THE STAKING FUND FLURRY

The Comptroller's Tin Box Securities.

How the City Finances Are Managed.

Mr. Green's Explanation of the Missing Bonds-Are They at the Printer's !- Is the Statement of the Comptroller Correct 1-Blank Bonds in the Finance Dev artment by the Hundreds-Further Explanations in Order.

The report of the Commissioners of Accounts, which was published last week, having shown a liscrepancy between the books in the Comptroller's omce in which the securities belonging to the sinking Fund are entered, and the securities actully in the box in which they are deposited for safe keeping, amounting to \$94,034 53, a reporter of the HERALD waited upon Mr. Green for an exdanation of the apparent discrepancy, and was mormed by the Comptroller that the securities were all right; that the bonds in question, eight in number, for various amounts, were not deposited in the box, but that the Chamberlain's eipts for the money meanwhile represent the onds, and are in fact securities until the bonds are med. Mr. Green stated that when a city bond is prepased a receipt is given, the purchaser's name is entered in the Comptroller's office, and the inrest is paid on that evidence; that "bonds may not be printed at the time of purchase," which ould account for the delay in their issue, and that the receipt is a fact-the bond a mere formality. In the case of these eight bonds not found in the place where all the securities belonging to the sinking rund are kept, the sinking fund is the purchaser, and hence would hold the receipt for the ney paid by it to the city treasury, as its security, until the bond could be received from the rinter, or engraver, or could be properly filled . In order to ascertain whether these seenrities receipts, were in the sinking fund box, and whether the delay in the issue of the bonds was because the forms had not been received from the printer, a HERALD reporter to-day obtained an interview with one of the Commissioners of Accounts, with the following result:-NO CHARGES OF A DEFICIENCY IN THE SINKING

REPORTER-I wish to make some inquiry in regard to the charges made in your report of a deficiency

COMMISSIONER-No such charge has been made by us. In the discharge of the duty imposed upon us by the responsible office we hold, we have made an official report of the securities which, according to the accounts in the Finance Department, and to the accounts in the Finance Department, and of the securities which, upon examination, we found to be actually in the place in which they are deposited. Finding the securities short of the amount called for by the accounts we examined them in detail, compared them with the amount taken at various times from the sinking fund, and traced the eight bonds which were absent from the box.

REPORTER—Did you inquire of the stock clerk thether there were any securities belonging to the inking fund except those in the particular box of

which you speak?
COMMISSIONER—We did, and were informed by him that there were not any others.

THE RECEIPTS NOT IN THE BOX.
REPORTER—Were the receipts for the several sums going to make up the \$84,000, and which the Comptroller says were securities for those amounts equivalent to the bonds themselves, in the box with the rest of the securities?
COMMISSIONER—They were not. If they had been

equivalent to the bonds themselves, in the box with the rest of the securities?

COMMISSIONER—They were not. If they had been we should have noted them in our report as part of the contents of the box.

REPORTER—Was any examination of the securities in the possession of the Sinking Fund Commissioners made prior to that undertaken by you in your official capacity?

COMMISSIONER—Yes. We found that the Chamberlain had made an examination of the contents of the Sinking Fund box in May last.

REPORTER—Did that statement show the existence of the disputed \$94,000 worth of bonds in the box, either in bonds or in receipts?

COMMISSIONER—It did not. The eight bonds which were missing when we examined the securities were not taken any notice of in the examination made by Mr. Lane and subsequently certified as correct by Mr. Whittemore, any more than if they had no existence and were not a part of the Sinking Fund securities.

REPORTER—If such a statement as that made by Mr. Lane existed why did you not accept that as a complete and satisfactory statement of the amount of securities in the possession of the Sinking Fund Commissioners, and were you actuated by uniriendly feelings towards Mr. Green in searching further?

COMMISSIONER—Not at all. We all respected Mr.

MISSIONER-Not at all. We all respected Mr. COMMISSIONER—Not at all. We all respected Mr. Green and did not recognize him in the matter. Our duty required that we should first ascertain the exact condition of the city's indebtness, and next the exact condition of the city's securities. When we found from the accounts that there should be a certain amount of securities in the possession of the Sinking Fund Commission we examined the securities themselves, to see if they were correct. We were invited to examine the contents of the Sinking Fund box by the examination made by Mr. Lane, but we deemed it our duty to examine by the account we had obtained from the books of the Finance Department. If we had simply compared the contents of the box with the statement already made wo should have found the two to taily, and should not have known that the eight bonds were missing. It was only by examining the securities themselves and comparing them with the securities called for by the accounts that we discovered that \$94,000 worth of bonds which ought to have been in the box were not there.

\$94,000 worth of bonds which ought to have been in the box were not there. The EXCUSE ABOUT THE DELAY IN PRINTING BONDS. REPORTER—Mr. Green has stated that the issue of bonds is sometimes delayed because the bonds have not been received from the printers. Did it not occur to you that the missing bonds might have been delayed on that account, and that in the meantime they would be represented by receipts? COMMISSIONER—If the receipts had been deposited with the other securities, or had been shown to us when we inquired whether there were any other securities belonging to the Sinking Fund besides those in the box, such a thought might have occurred to us. But there was no evidence of the existence of such receipts. Besides, we could not imagine that the bonds were held back for any such reason, because we had found a plentiful supply of blank bonds of almost all the series called for by the Sinking Fund account in the Comptroller's office.

roller's office. REPORTEE—Can you show me a copy of such REPORTER—Can you show me a copy of such bonds?

COMMISSIONER—I can. Here is one engraving of the Croton Water Main stock of 1990. A number of blanks like this one were in the Computolier's office in July last. On June 25 last \$20,000 was taken from the Sinking Fund, and purported to be replaced by a bond numbered eleven of this stock. When the securities were examined by us no such bond was found.

(The bond shown to the reporter was a blank bond of the Croton Water Main stock, redeemable in 1900, bearing interest at seven per cent. It is an elaborately engraven bond on a pink groundwork, and bears seven per cent interest.)

REPORTER—Were there any other blank bonds in the Comptroller's office in July last which could have been filled up for amounts missing from the Sinking Fund securities?

COMMISSIONER—There were. We found in the Comptroller's office planks blanks for all the bonds called for by the \$94,000 loan from the Sinking Fund, except those of the Museum of Art and the claims and judgments liquidation stock. These bonds, amounting to \$37,000, were new issues, and we did not find blanks for them in the Comptroller's office.

REPORTER—Then there could have been no delay

caisins and judgments liquidation stock. These bonds, amounting to \$37,000, were new issues, and we did not find blanks for them in the Comparison of the first office.

Repointen—Then there could have been no delay about the issue of these bonds to the Sinking Fund, occasioned by the blanks not having been received from the printers?

Commissioner—None at all as to those against the City Park Improvement Fund stock; the Six per cent New York Revenue bond, or the Public School Building Fund Stock; the Croton Water Minn stock the Sever Repair stock; the Croton Water Minn stock; the Six per cent New York Revenue bond, or the Public School Building Fund Stock, because blanks for all these were in plentiful supply in the Compitoller's office in July last. There might have been such delay in regard to the Maneum of Art stock and the Claims and Judgment Liquidation stock, because we found no blanks relating to such stock.

Reportere—In the account's of these missing bonds did you notice any difference between those which were or the stock whose blank forms were in the Compitoller's office and those for which you say you found no blanks?

Commissioner. The steamship Company, will stip its crew. I hear, before the Commissioner; shipping agent, and not Revenue Bond, the Compitoller's office and those of the smissing bonds down the state of the Compitoller's office and those of the stock.

Commissioner. The steamship Company, will the company of the Ward Could Report the Compitoller's office and the Several Reports the Country respecting the question; salipping agent, and not relatively the Several Reports the Country respecting the question; salipping agent, and not relatively the Several Reports the Commissioner. The steamship Company will be are taken the content of the Several Reports the Commissioner. The steamship Company will be are taken the content of the Compitoller's office and the Compitoller's o

Chamberiain's account of the condition of the Comptroller's office, or to the Comptroller's account of the condition of the Chamberiain's accounts; if we soug'at and were satisfied with explanations from o', there when we discovered startling errors and o', is repancies, there would be no sense in the creation of our office, and we should not faithfully d', scharge our duties as we understand them. Our duty is to make a fair but searching scrutiny into the exact condition of our finances and into the management of the public departments, and trib we intend to do. If we find irregulates to exist in the Finance Department, and should fail to point them out, we should be guilty of unfaithfulness to the people whose agents we are. We have no feeling against Mr. Green or against any other public officer, but we shall do our duty impartially regardless of who may be injured by our disclosures.

Reporters he continued to continue on in the

impartially regardiess of who may be injured by our disclosures.

Reporter—bo you intend to continue on in the discharge of your functions?

Commissioner—Assuredly we do. We shall ascertain the exact condition of the city's liabilities, which are, in fact, so much debt. In this we shall seek the co-operation of Mr. Green. If we receive no aid from him, but are driven to the necessity of digging our way through, as in the investigation we have just reported, we shall persevere in our labors, and shall not remit them until we lay between the people the exact amount of their liabilities, no matter what objections may be made by interested parties. We have some millions of goliars to pay soon from the city treasury, and we are convinced that a candid story of our condition will do much to aid the credit of the city and to restore confidence in our securities.

This ended the interview, and, thanking the Commissioner for his kindness, the reporter withdrew.

THE EVANGELICAL ALLIANCE.

Reception of the Delegates in the Quaker City.

PHILADELPHIA, Pa., Oct. 13, 1873. The Evangelical Alliance delegates arrived in the city by special train this afternoon, reaching the West Philadelphia depot shortly before four o'clock, and were driven direct to Independence Hall, where, after spending some time in examining the time-honored relics of the Revolution, they were received by Mr. Judge Pierce, who, in behalf of the Mayor, welcomed them to this city, and particularly to the hallowed spot upon which they declaration that had made the nation free and in-dependent. He concluded by inviting them to redependent. He concluded by inviting them to return to the city in 1876 and witness the evidences of the progress made in a century by this country. Upon the conclusion of the Judge's address Mr. George H. Stuart introduced the Rev. Henry Ward Beecher, who was warmly greeted. He welcomed the delegates on behalf of the whole country, and said it was proper that they should come to the city whence issued those influences that made the country what it is. The speaker reviewed the progress the country has made in the century which, he said, had been one of Christian influences. The Church did much in bringing about the wonderful developments of the country, but yet it has never been free and untrammelied. On the contrary the Church has been strangled by the hand of sectarianism, the spirit of which had deprived her of true strength. In conclusion Mr. Beecher extended the right hand of fellowship on behalf of the whole country.

Representatives of the Christian Church in foreign lands were successively introduced.

Rev. C. Dallas Marsten, Vicar of London, said that forty years ago he had taught Sunday school in the Church of the Epiphany, in Philadelphia, and, therefore, although an Englishman, he lelt he was partly American, and was free to speak in the Hail of Independence. He expressed his appreciation of the warm and cordial reception tendered to the delegates.

Pasteur Fischer, of Paris; Rev. Lowery E. Berk-

the delegates.

Pasteur Fischer, of Paris; Rev. Lowery E. Berk-ley, of England; Rev. Dr. Fouchet, of Italy, and the Rev. Narayan Sheshadri, of Bombay, also made

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Rev. Narayan Sheshadri, of Bombay, also made
short addresses.

The Dean of Canterbury closed the services in
the hall with prayer, after which the delegates
proceeded in a body to a banquet of welcome in
the Continental Hotel tendered by the Philadeplina
branch of the Alhance.

The banqueting hall was handsomely decorated
with the flags of the different nations. There
were ten tables spread and decorated, and besides
the delegates were a number of invited guests,
principally city ciergymen. There were present
also Bishop Simpson, ex-Governor Curtin, George
H. Stuart, and Judges Pierce and Allison. Rev.
Dr. H. A. Boardman invoked a blessing, after
which the edibles were discussed.

The delegates then proceeded in a body to Horticultural Hall, which was handsomely decorated
and with seats upon the stage, Around the walls,
in beautiful designs, were the names Luther,
Wesley, Huss, Zwingel, Wickliffe, Calvin and Knox,
the letters being formed of natural flowers on
evergreen background. Over the stage and arch
were floral letters, reading, "All one in Christ,"
"Let brotherly love continue." The arms of all
nations were also displayed on the walls.

Mr. Stuart called the meeting to order, and after
singing a hymn, in which the audience joined, the
Rev. Dr. Harrison, of London, offered up a brief
prayer. He asked for a blessing for all the menbers of the Alliance, and trusted that through it
all nations would be brought to Christ. Mr. Stuart
then reviewed the organization of the Alliance,
after which ex-Governor Pollock and Bishop Simpson made addresses of welcome.

The Dean of Canterbury followed next in an
address, in which he said that the delegates form
the one army of Christ, and should therefore love
the various regiments and not turn upon each
other to destroy.

The Rev. N. Sheshadri, of Bombay, next spoke,
and Rev. Henry Ward Beecher, who followed
the latter, said that better men were wanted
in the Church

made a witty address, and he was succeeded by Rev. Emil Rochelateu, of Belgium, in French. Rev. William Arnot, D. D., of Edinburg; Rev. Mr. Ormiston, of New York; Rev. Mr. Cook, of Faris, and Rev. Mr. Killitt, of Ireland also followed in short addresses. The benediction was pronounced by Bishop Campbell, of the A. M. E. Church, and the large audience dispersed.

persed.

Meetings were also beld in Bethlehem, Eden,
Pirst Reformed, Presbyterian and Tabernacle
churches this evening, at which delegates made
addresses.

THE UNITED STATES SHIPPING LAW.

Seizure of Two Vessels for Alleged Infringement-What Their Owners Say-The Custom House Acting in Opposition to the United States Commissioner's Circular.

Yesterday alternoon a HERALD reporter paid a visit to Mr. B. J. Wenberg, an extensive shipowner of Old slip, to learn what action he was taking with reference to his vessel, the Lucretia, which was libelled on Saturday by the United States Shipping Commissioner of this port, for alleged infringement of the Shipping act. "The vessel in question," said Mr. Wenberg, "has been cleared at the Custom House to-day, and can now proceed on her voyage to Hayti in spite of the Shipping Commissioner.
As soon as she was seized I wrote to the Commissioner, saying that not a single man had been shipped, and asking for an explanation, had been shipped, and asking for an explanation, but have not yet received any. I heard that my vessel, the Edith L. Steer, was to have been seized in like manner, but as the Custom House promptly gave her her shipping papers she got away without the visit of a United States Marshal. The Commission charges us per annum for a vessel like this about \$150, while in days gone by we would not have to disburse a cent, as the crew and officers would remain by the vessel for years. Messrs. Brett & Sons, of Brooklyn, can vouch for the truth of this statement. I bonded the Lucretia for the amount of her suppositious penaity, say \$200. The Shipping law in question is in my humble opinion an unjust taxation on American shipping." STATEMENT BY MR. J. E. WARD.

"My bark, the Cardenas, Captain Sinberg, bound for Cuba, has been seized by a United States Marshal for alleged infringement of the Shipping law. I have given ball in the Eastern district for the penaity of \$200, and the vessel has been cleared at the Custom House. The brig Centaur, for Cienfuegos, in Cuba, has sailed without shipping before the Commissioner. The steamer Weybosset, belonging to the West India Steamship Company, will ship its crew, I hear, before Mr. John Swan, a shipping agent, and not before the Commissioner; she leaves to-day, I believe."

"I hope by next Wednesday," said General Arthur, "to have a reply from the Secretary of the Treasury respecting the question; meanwhile we are taking no cognizance of Judge Benedict's decision and clearing vessels as usual." but have not yet received any. I heard that my

THE CINCINNATI BANKS.

House and Full Currency Payments

CINCINNATI, Oct. 13, 1873. This has been the most notable day, financially, that this city has witnessed in many years. Since the action of the banks and bankers suspending cu-rency payment, save as to limited sums in the discretion of the banks, the desire to know when this embargo on the commerce of the city was to be removed has increased from day to day. Though there has been, as far as possible, an adaptation to the peculiar circum tances, still the pinch on the mercantile classes was increased in intensity as the period of suspenborne the privations with great heroism, and generally without complaint. They mainly have accepted the situation as the best that could be enjoyed under the circumstances, but there was still sumption, and when the announcement was made that the Clearing House Association, at its meetthat the Clearing House Association, at its meeting on Saturday evening, had determined on a tull and complete currency resumption, it was received with the greatest satisfaction. The mere whispering on 'Change on Saturday that the Association was to hold an important meeting at the close of the day was construed into a hopeful indication and thereby gave a tone to the general markets that was an improvement over the preceding days.

dication and thereby gave a tone to the general markets that was an improvement over the preceding days.

While there was great confidence in the solvency of our banks, there was much interest feit to see what developments would be made during the earlier hours of the opening day. At the usual hour this morning every bank and banker in the Clearing House Association—twenty-one in number—commenced full and unequivocal resumption. There was no excitement. There was no thing about the appearance of the banks that indicated a run. The business of the day commenced and continued to the close with a degree of quiet that was remarkable. So far as is known, not an anxious depositor presented himself at the bank. The amount drawn by the depositors was probably less than usual on Monday; certainly it did not exceed the usual demands of the first business day of the week. While this was true the deposits of currency were liberal and beyond the expectation of the banks. The larger number of bankers report that they received more currency than they paid out. One national bank received, in currency, \$100,000 more than they were called upon to pay.

The satisfactory results of the forenoon put a

correctly than they paid out. One national bank received, in currency, \$100,000 more than they were called upon to pay.

The satisfactory results of the forenoon put a new face on the merchants who assembled on 'Change. The attendance was larger than had been for days, and every person seemed to be encouraged. The general markets were improved in tone, and the impression prevailed that we had entered fully upon the work of recuperation, and that restoration would proceed with rapidity. At the close of banking hours all acknowledged that the success of the first day of currency resumption had been complete.

Of \$462,000 in clearing House certificates, \$165,000 were cancelled to-day, leaving less than \$300,000 of certificates unredeemed. Of the latter amount, under the action of the clearing House, twenty-five per cent each week thereaster. For the purpose of equitably distributing certificates it was decided on Saturday that the banks should hold them until retirement in proportion to the business done bo them respectively within a definite period therein named.

AFTER THE STORM.

The National Trust Company Resume Payment-Action of the Clearing House in Regard to the Bank of the Commonwealth-The Union Trust Company to Resume.

The National Trust Company, at the corner of Broadway and Warren streets, resumed payment yesterday. The rush at ten o'clock, when the doors were opened, was very great, but when the depositors saw that all checks were promptly paid, many of them went away without drawing their money. During the day about \$300,000 was paid out. Fifty deposits were also received. Mr. D. P. Mangen. President of the company, said in conversation with a reporter of the HERALD, "We have paid out only comparatively small amounts, and not more than one-third of what we expected to pay out tothan one-third of what we expected to pay out today. You see how many people there are outside
waiting for their money, but you must remember
that we have about 2,800 depositors, so that it is
but a small line after all. Our company is as safe
and as sound as when we first stopped. We are
able to pay every dollar deposited with us, and
have neither sacrificed any stock nor sold any securities at a loss. The majority of checks drawn
have thus far been only for a portion of the accounts of the respective depositors. This is proof
mough that we still have the confidence of the
public."

The Bank of Commonwealth, which is in the hands of a receiver—Mr. Isaac N. Barley—was expelled from the Clearing House Association yesterday. A meeting of the association was held at the Merchants' Bank, and the report of the Special Committee on the Bank of Commonwealth was read confirming the statement of the receiver and refuting the charges of Mr. Ellis, the former President, who had denounced the receiver's report as an exparte statement. The report was adopted, so that the bank will go into liquidation.

There was a rumor yesterday that the Union Trust Company intended to resume business. The only foundation for this rumor was that the Examining Committee was to have held a meeting yesterday afternoon. The committee is composed of American Schell Fragmen Clark. S. D. Exterday

rining Committee was to have held a meeting yesterday afternoon. The committee is composed of Augustus Schell, Freeman Clark, S. D. Fairchild, J. B. Johnston and J. M. McLane. There was no quorum, and nothing could therefore be done. Both Mr. Schell and Mr. McLane assured the reporter that the company would resume payment at an early day. Mr. McLane thought they would probably be able to resume before the 1st of December, as the affairs of the company were in a very good condition.

IDA VAIL.

Conclusion of the Inquest-Dr. Commins, Mrs. Metzler and Kimball Committed for Trial.

The inquest on the body of Ida Vail was resumed yesterday before Coroner Parslow at the City Hall in Jersey City. Frederick Crozier, son of Mrs. Metzler, testified that he called occasionally at his mother's residence in Eric street; knew at his mother's residence in Erie street; knew Ida Vali was there; was told by his mother that Ida had a fit, and that her husband, named Lawrence, had been there the evening before she died. Crozier could not understand why his mother should adopt the name of Metzler, except as a matter of convenience. In regard to the main points of the case he was a regular "know nothing."

The jury rendered a verdict that Ida Vali came to her death from injuries inflicted by Dr. Commins, assisted by Mrs. Metzler, and that Kimball was an accessory. The case will next turn up in the courts.

THE MINKS MURDER TRIAL.

ROCKLAND, Me., Oct. 13, 1873. The testimony in the Baker murder trial was concluded to-day, and Mr. Pilisbury commenced his argument for the defence.

DARGHAN, THE WIFE MURDERER, CON-VICTED.

KINGSTON, N. Y., Oct. 13, 1873. Thomas Darghan was tried to-day in the Circuit Court for the murder of his wife on the 9th of December, 1871, and after an exciting trial was con-victed of mansiaughter in the second degree, and sentenced to seven years at hard labor.

SHIPPING NEWS

Almanac for New York-This Day

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE | Fads. | Destination. | Pennaylvania Oct. 15. Giasgow 72 Brondway
Bremen Oct. 15. Bremen 2 Bowling Green
Java Oct. 15. Liverpool 2 Bowling Green
Java Oct. 15. Liverpool 4 Bowling Green
Java Oct. 15. Liverpool 2 Broadway
City of London. Oct. 16. Liverpool 15 Broadway
City of London. Oct. 16. Liverpool 15 Broadway
Pereire Oct. 18. Hawre 58 Broadway
Ballic. Oct. 18. Hawre 58 Broadway
City of Paris Oct. 18. Liverpool 15 Broadway
City of Paris Oct. 18. Liverpool 15 Broadway
City of Paris Oct. 18. Liverpool 15 Broadway
City of Paris Oct. 18. Liverpool 18 Broadway
Liverpool 2 Broadway
Fartha Oct. 18. Bremen 2 Bowling Green
Laly Oct. 18. Liverpool 4 Bowling Green
Laly Oct. 18. Liverpool 4 Bowling Green
News Oct. 22. Liverpool 2 Broadway
America Oct. 22. Liverpool 2 Broadway
America Oct. 22. Liverpool 2 Bowling Green
Olympia. Oct. 22. Giasgow 7 Bowling Green
City of Broadway
France Oct. 25. Lawerpool 6 Broadway
France Oct. 25. Lawerpool 6 Broadway
France Oct. 25. Lawerpool 6 Broadway

PORT OF NEW YORK, OCT. 13, 1873,

Steamship Chase, Mangam, Portland—J P Ames Ship Tirrell, Morgan, Valparaiso—Fabbri & Cha Ship Coldstream, Cousins, Galvasto—C H Ma Bark Ursa Minor (Nor), Nielsen, Liverpool-Tetens &

Bark Alfent (Nor), Tergesen, Gloucester, E-Funch, Siocovich & Co.

Bark John G Hall (Br), Dunham, Queenstown for orders—J H winchester & Co.

Bark Barone Vranyzany (Aus), Camicich, Cork for orders—Slocovich & Co.

Bark Alpheus Marshall (Br), Parker, Antwerp—Hency & Parker Bark Clara (Ger), Hilmer, Bremen-Fred Schwoon, Bark John H Pearson, Sears, Alexandria, E.-James

Henry.

Bark Domenico (Ital), Jaccarino, Gibraltar for orders—
Paibri & Chauncey.

Erig Uncas (Nor), Nielsen, Queenstown for orders—Tetens & Bockmann.

Brig Emil Devrient (Ger), Schwabe, Stettin—Jacob W
Schmidt & Co.

Brig San Giacomo (Ital), Cafiero, Alexandria, E—A P Brig Henry Perkins, Whelpley, St Johns, NF-Heney & Brig Peter Roberts (Br), McDonald, Windsor, NS-C W Brig Wm H Bickmore, Bickmore, Savannah—H W Loud

r Ocean Belle (Br), Wassen, Frederickton-P I Ne-Somerset, Cruice, Monte Cristo-Barnes & Mertt Schr David Ames, Verrill, Fernandina—H P Brown & ildersieeve & Co. Schr Dexter, Errickson, Baltimore—Van Brunt & Bro. Schr Nellie Clark, Donne, Boston—Jed Frye & Co. Schr Salmon Washburn, Hathaway, Taunton—W H rice. Schr Loon, Roy, Derby, Ct, via Bridgeport—Rackett &

Steamer S F Phelps, Grumley, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TRIEGRAPH LINES.

Steamsbip Novada (Br), Forsyth, Liverpool Oct 1 and Queenstown 2d, with mise and 307 passengers to Williams & Gmt n. Oct 11, 1 PM, lat 41 69, lon 65 35, passed bark Den Justo, from Musquash for Montevideo: 9:45 PM, 279 miles E of Sandy Hook, a Red Star steamship, bound E: 12th, 8:35 AM, 170 miles E of do, a German steamship, do, 9:33 AM, 100 miles E of do, a Derman steamship, do, 9:33 AM, 100 miles E of do, a brig rigged steamship, do, 9:33 AM, 100 miles E of do, a brig rigged steamship Cortes, Kemble, New Orleans Oct 5, and the bar 6th, with midse and passengers to Clark & Seaman.

Scannan.

Steamship South Carolina, Beckett, Charleston Oct 9, with indee and passengers to JW Quintard & Co. Steamship Zodiac, Chapin, Morehe, d City, NC, 69 hours, with indee and passengers to Murray, Ferris & Co. Bark Capella (Nor), Wurschmitt, Barrow 41 days, in ballast, to order.

Bark Wandering Sprite (of Caernarvon), Williams, Limerick 36 days, in ballast, to order.

Bark Adelheid & Bertha (Ger), Rikus, Belfast 29 days, in ballast to H Bactjer.

Bark Mandagascar (Aus), Badovani, Rotterdam 45 days, in ballast, to Socovich & Co.

Bark Investigator (of Searsport), Ford, Amsterdam Sent in ballast, to Siocovich & Co.

Bark Investigator (of Searsport), Ford, Amsterdam Sept. 6, and Isle of Wight 21 days, in ballast to Carver & Barnes. Sept 26, lat 45, lon 30, spoke bark Carrie Wyman, from Greenock for Boston.

Bark Dover (of Wilmington, Del). Stilphen, Bordeaux 19 days, in ballast, to D Van Dickman Bros.

Brig Zingarara (Br), Le Brocq, Rio Janeiro via Hampton Roads 42 days, with coffee to C G Ramsey; vessel to master. ton from a transfer with the transfer and the transfer.

Brig A D Torrey (of Boston), Haskill, Port Caledonia, CB, Il days, with coal to Bird. Perkins & Job; ves-el to H W Loud & Co. Was up to the lightship 6th inst, and was blown off shore by the heavy NW gale prevailing at the time.

CB, II days, with coal to the lightship 6th inst, and was blown off shore by the heavy NW gale prevailing at the time.

Brig Lucy (of Prince Edward Island, Irving, Cow Bay, CB, 9 days, with coal to CB Swain & Son; vessel to Hatton, Waison & Co.

Schr Neily Potter, Gaskill, Washington, NC, 10 days, with naval stores to W K Himman & Co.

Schr DB Martin, Peterson, Virginia.

Schr Bebecca Knight, Olcott, Virginia.

Schr E & A Benton, Budd, Virginia.

Schr E & A Benton, Budd, Virginia.

Schr E & Wooley, Osborn, Virginia.

Schr E & J Delan, nowell, Virginia.

Schr B H Irons, Hubbard, Virginia.

Schr B H Frons, Hubbard, Virginia.

Schr B F Fort, Fort, Alexandria.

Schr Lavinia, Osborn, Virginia.

Schr B G Fort, Schrandria.

Schr Lavinia, Osborn, Virginia.

Schr G Grammer, Crammer, Georgetown, DC.

Schr Lavinia, Osborn, Virginia, Schr G Grammer, Georgetown, DC.

Schr Lavinia, Osborn, Virginia, Schr G Grammer, Georgetown, DC.

Schr Lavinia, Osborn, Virginia, Schr G G Grammer, Grammer, Georgetown, DC.

Schr Lavinia, Osborn, Virginia, Schr G G Faukenburg, Vosburg, Georgetown, DC.

Schr Lavinia, Osborn, Virginia, Schr J L Leach, Johnson, Baltimore.

New London.
Schr J L Leach, Johnson, Baltimore.
The schr Jsaac Oliver, which arrived 12th, reports 2d and 3d inst had a violent gale, during which lost libbom; 1th, off Barnegat, spoke schr Hattie Whiceler, with loss of foresail. Passed Through Hell Gate.

BOUND SOUTH.

BOUND SOUTH.

Steamship Nereus, Bearse, Boston for New York, with mdse and passengers to H F Dimock.

Brix Lucy (Br), Irving, Cow Bay, CB, for New York, 9 days, with coal and 3 passengers to Hatton, Watson & Co. Brix Whitaker, Colton, Shulee, NS, for New York, with spiles to Shaw & Richardson.

Brix Whitaker, Colton, Shulee, NS, for New York, with spiles to Shaw & Richardson.

Brix Holland, Britandson, Britandson, Britandson, GB, for New York, Schr J & Spencer, Haskell, Port Caledonia, CB, for New York, 14 days, with coal to Miller & Houghton.

Schr Francis Arthemus, Plukham, Shniee, NS, for New York, 8 days, with coal to Miller & Houghton.

Schr Francis Arthemus, Plukham, Shniee, NS, for New York, 8 days, with pilling to Wilson Godfrey.

Schr Prairie Bird (Br), Rathbun, Windsor, NS, via Yincyard Haven for New York, 12 days, with plaster to C

Bertaux.

Schr Gressen, Mitchell, St John, NR, via Vincyard Hasch of Control of the Control of

Schr Malad Queen, Providence for New York.
Schr Kate Church, Arnold, New London for New York.
Schr Lucy & Mary, Smith, Boston for New York.
Schr Harriet Ryan, Robinson, Somerset for New York.
Schr Bor Harriet Ryan, Robinson, Somerset for New York.
Schr S D Hart, Burgess, New Haven for New York.
Schr Flyaway, Enos, Hartford for New York.
Schr Grace Cushing, Bailey, Bristol for New York.
Schr Julia A Tate, Tate, Providence for New York.
Schr New Regulus, Ewart, Providence for New York.
Schr Harriet Ryan, Robinson, Somerset for New York.

BOUND BAST. Brig Henry Perkins, Perkins, New York for Boston. Schr Sallie E Chartre, Trefethen, New York for Taun Schr HT Potter, Anderson, New York for Boston.
Sehr Hudson, Post, Hoboken for Rockland.
Sehr Massachusetts, Lawis, New York for Boston.
Sehr Ivy Bell, Cox, New York for Danvers.
Sehr Mary Ann, Allen, New York for Boston.
Sehr Mary Hun, Allen, New York for New Bedford.
Sehr Ocean Bell (Br), Walters, New York for St John,

NB.
Schr Thos B Cahill, Allen, Amboy for Providence.
Schr Rose Culken, Fitzgeraid, New York for New Schr S M Barton, Hoboken for Fall River. Schr Gen Scott, Hopps, Elizabethport for Salem. BELOW.

Bark Vigilant (Br), 20 days from London (by pilot boat James G Bennett, No 6). SAILED.

Ships Adolf (Ger), for Bremen: Mutlah (Br), Melbourne; Tirreil, Valparaiso: Lizzie C Troop (Br), (from Liverpool), —; barks Lucia C (Ital), Gibrathar: Antelope, Nassau, NP; Frank, Marseilles; Imperator (Nor), London: Macchiavella (Ital), Lezhorn: Idolique (Br), Montevideo; Andrea Lo Vico (Ital), Cardiff; Iris (Ger), Bremen; Vesterlide (Nor), Cork or Falmonth; Fa (Aus), do do; Semi Dubrovacki (Aus), Dublin; Privi Dubrovacki (Aus), do to prigs Pronto (Sp), Corunna; Petrino (Ital), Gibrathar: F Goodale, Maraca; Centaur, Clenfuegos; Emily Walters (Br), Philadelphia; Blizabeth, Port Johnson; Schrs Anita, Marseilles; Martha M Heath, Kingston, Ja; Lucreila, Jacusel; Lottle, Clenfuegos; S C Evans, Rio Janeiro; Alby K Bentley, Savannah. Wind at sunset NW, light.

Telegraphie Marine Correspondence. Nawrort, RI, Oct 13, 1873.
The US coast surveying steamer Bache, which arrived

this morning, reports that yesterday she fell in with the steamer Cora L Staples and towed her into Quick's Hole, Vineyard Sound, disabled, on account of her propeller becoming unmanageable.

The hull, spars and standing rigging of schr Joseph Baxter, which recently went to pieces at Point Judith, have been sold, and realized \$5.6°; the coal saved, \$119. The chains, anchors and sails were saved by Captain Baxter. Marine Disasters.

SHIP MARLESSOUGH (Br), before reported ashore at Tybee, was hauled off without damage 9th fast by a steaming, after a portion of her cargo had been re-moved. Bank Neversing, 31 days from Pascagoula for Boston, arrived in Vineyard Sound lith with loss of sails and leaking 900 strokes per hour: will go to New Bedford for repairs.

BARK WILD HUNTER, from Barrow, at Savannah Oct 13, passed a wreck in lat 37 16, lon 56, supposed to have been an oil laden vessel. passed a wreck in late it, ion to, supposed to have been an oil laden vessel.

Schra Mary E. Mangun, at Charleston 12th inst from Baracon, was damayed on the one sage, and Capt Beveridge was washed overboard and drowned.

Schra Wicken, from Jacksonville for Bridgeport, put into Charleston Oct 18 with sails blown away, &c. into Charleston Oct 13 with sails blown away, &c.

SCHRJH SECHINE—Bark Wild Hunter, Kelly, from Barrow, at Savannah Oct 13, took off the captain and crew of schr JH Seguine, which was passed shortly afterwards in the Guli Stream, in a sinking condition, by schr MR Carlels, from — for Providence, at Savannah 13th

Sonn Plignt, loaded with empty barrels, was run into Oct 3, near Smith's Point, on the Potomac River, by the steamer Tallapoesa, and became a total loss. The cargo belonged to Horace Jarboe, of Georgetown, DC, and was worth about \$60. worth about \$4.00.

Sche Kednon for Windsor, NS), with deals, from St
John, NB, via Eastport for Liverpool, E, went ashore
near Yarmouth, NS, Friday morning last, and was immediately diamasted. She was subsequently towed off and
taken to Yarmouth harbor. SCHR SARAH MILLS, Kelly, from James River for New York, put into Norioik Oct 10 with the loss of both an-

Scriff Saran, Collins, and Ww Boardway, Bellows, from Smith's Island for _____ put into Norfolk Oct 10 with the loss of one anchor each. Ass of one anchor each.

Scan Lady Ellen, Summers, from Smith's Island for put into Norfolk Oct 10 with both anchors gone. Sons Sanan Colley, of Philadelphia, bound to Providence, put into Noriolk Oct 10 with loss of mainsail and two spars.

SCHR JANE, Maye, from Banger for Boston, arrived in Portsmouth lower harbor 11th leaking badly. Schr Gronge Edward, Murch, from Portsmouth, Nil, for Boston, in coming down the Piscataqua Oct 9 ran against the pier near the railroad bridge and carried away ber foremast.

SCHE HENRY CLAY, from New York for Boston, with coal, spring a leak off Whitestone 13th, and was towed back to New York by steaming May Queen.

SCHE RALPH CARLTON, of Camden, Me, from Port Johnson for an Eastern port, is ashore at Woolsey's Reef, Hell Gate. Two tigs are at work on her to get her off. No pilot on board at the time.

And remained on for two hours.

Pilor Boar W H Aspinwall, No 21, was run into at 3
AM 13th inst, 15 miles SE of the Highlands, by an unknown schooner, bound east, and had fore and main rigging on starboard side carried away, and stove bow; had to return to port for repairs.

LEWES, Del, Oct 12—The wreck of brig J Polledo (Br), was towed in the harbor to-day by tug Cynthia; schr John Griffith will come off next tide.

NEW OURSES, Gel 13—All incomplex versus report a

New ORLEANS, Oct 13—All incoming vessers report a terrible hurricane on the 5th and 6th. Ship Carondelet, Stetson, from Liverpool, lost all but mainmast, mizzen and mizzentopmasts, but arrived at Southwest Pass. She was in company with an unknown dismasted ship. Bark Bremen (Ger), from Bremeu, arrived, reports having seen a bark with mainmast carried away, and two full-rigged ships, both with loss of topmasts and yards:

N.H. Oct 13—A large steamer is reported to Poursmouth, NH, Oct 13—A large steamer is reported to have entered York Harbor, Me, this afternoon. She may be one of the fishing steamers. No particulars have been

received.

Saw Francisco, Oct 18—On the 30th of April last the ship Elizabeth Kimball, Capt Keller, which sailed from Port Gambie, Oregon, for Iquique, sprung a leak hi sat 28 S, and put for Easier Island, where she was run ashore. The vessel and cargo proved a total loss. The captain, his wife and the crew, eight persons in all, eached that it is schooner made from the wreck, and reached Tahiti safely. They came here on the British bark Marama. Tama. The ship William & Thomas, from Port Blakely for Valparaiso, sprung a leak and ran to same island, where she was driven ashore. The vessei and cargo are a total loss. The crew escaped.

Miscellaneous. BRIG LETITIA, 159 tons, built at Mahone Bay, NS, in 1863, from St Domingo for Boston, which put into this port in distress, was sold at auction Oct 10 to D W Richards & Co, for \$1,750.

LAUNCHED—Deering & Donnell launched at Bath. Me, Oct II, a fine 3-masted schooner of 750 tons, named the Georgie Shepard. She is owned by the builders, T L Mayo, of Boston, and Capt Thatcher Rice, of Weliffeet, who will command her.

At Gloucester, Ith inst, from the yard of Mr David A Story, a fine schooner of 100 tons, carpenter's measurement, built for Mr Solomon Pool.

At Ealtimore, a few days ago, from the yard of Messrs Wm E wood il & Co., a handsome schooner, of about 75 tons, built for Oaptain Leach, of Crissleid, and intended for the ovster trade.

Spoken.

Spoken.

Brig Isadora, from — for Boston, Oct 12, Delaware Lightship W 1/2 N, 13 miles distant (with loss of deckload of lumber). Aux Caves, Sept 25—In port schr Mary J Holt, disg, to load for New York, Cable, Sept 23—Sailed, brig Maurice, Sartlett, Glouces-HALIFAX, Oct 9—Cleared, schr Eliza B Beard (Br), Lew-lay, New York. is, New York.
Livekreot, Oct 11—Arrived, steamship Minnesota (Br),
Hamilin, New Oileans.
MELSOUNE, July 13—Sailed, ship Talisman (Br), Luke,
San Francisco.
NATAL. CGII. Aug 24—Arrived, schr Tein Esser (Ger), Graumann, Boston.
NORTH SYNERY, CB, Oct 1—Arrived, schr Alzena, Plummer, Bordeaux.
Plynouth, Oct 11—Arrived, steamship Cimbria (Ger).
Brandt, New York for Hamburg.
Brandt, New York for Hamburg. Brandt, New York for Hamburg.

QUENEROWN, Oct I2, 9 AM—Arrived, steamships idaho
(Br), Guard, New York for Liverpool; 15th, 12 M, City of
Chester (Br), Kennedy, do for do.
Also arrived 1th, steamship Algeria (Br), Le Messurier,
New York for Liverpool.
Arrived 1th, steamship Heela (Br), Murphy, Boston for
Arrived 1th, steamship Heela (Br), Murphy, Boston for

New York for Liverpool.

Arrived Ilth, steamship Hecla (Br), Murphy, Boston for Liverpool.

Rio Jaskino, Aug 29—Arrivel, bark Templar, Bartlett, Baltimore (and cleared Sept 6 on her return); 30th, brig Frances Jane, Harvey, Baltimore via Pernambuco; Sept 4, bark Winitred (Br), Raffle, do.

Sailed Aug 23, brig Harry Stewart, Weeks, New Orleans; 31st, bark Zamovden, Burgess, Baltimore; Sept 4, ship Magna, harta (Br), Ma'oney, San Francisco; barks Campanero (Br), Walker, Baltimore, Emma C. Litchfield, Crockett, Hampton Roads; New England, Baxter, New Orleans; sehr Robin (Br), for United States.

Cleared Sept 6, brig Rebecca, for Baltimore.

In port Sept 6, barks Mina & Unanima (Br), for United States, 16g; Kronprinz von Preussen (Ger), for Galveston, do; brigs Martia Edmund (Br), and Neptune (Br), for United States, 16g; Kronprinz von Preussen (Ger), for Galveston, do; brigs Martia Edmund (Br), and Neptune (Br), for United States, 16g; Knomelinz von Preussen (Ger), Sanders, New York for Bremen.

Synney, NSW, Aug 7—In port ships Dunham (Br), Hassings, for San Francisco about 14th; Cordillera (Br), Michell for do soon; Black Watch (Br), Kerinsh, for do about 14th; cent Serena Thayer, Brown, trom Honoiulu, arrived 1st, for San Francisco via Tahiti and Honoiulu, it sufficient inducements offer.

Sanos, Aug 22—Saited, bark Trafalgar (Br), for Hampton Roads.

In port Sept 2, brig Fearless (Br), for Hampton Roads.

Synney, CB, Oct 10 Cleared brig stella fill, Kay, New SANYOS, Aug 22—Salied, bark Trafaigar (Br). for Hampton Roads.
In port Sept 2, brig Fearless (Br), for Hampton Roads.
Sypney, CB, Oct 10—Cleared, brig Stella (Br), Kay, New York.
Arrived 16th, brig Lulu (Br), Givan, Whitehaven.
Victoma, VI, Oct 5—Arrived, ship Jean Sands (Br), Lefavour, San Francisco for Burrard Iniet.

American Ports.

ALEXANDRIA, Oct 11-Arrived, schrs Belle Halladay, Hoboken. Sailed—Schrs Allie Burnham, Boston; Beile Halladay, Hoboken. BOSTON, Oct 11—Arrived, bark Iona (Br), florn, Pic-Sehr Francis Arthemus, Pinkham, Shulee, NS, for New York, Sdays, with piling to Wilson Godfrey.

Schr Frairie Bird (Br), Rathbun, Windsor, NS, via Vineyard Haven for New York, 12 days, with plaster to C W Bertaux.

Schr Vesper (Br), Morrison, Londonderry) NS, for New York, days, with pig iron to J W Quincey; vessel to D R De Wolf & Co.

Schr Grosian, Mitchell, St John, NB, via Vineyard Haven for New York, 21 days, with lath, &c, to Gorham Boardman.

Schr Capella (Br), Harrier, Rockland, NB, 4 days, for New York, with stone to Bridge Co.

Schr Phebe Elizabeth, Mapes, Providence for New York, with stone to order.

Schr Daniel Bussell, Smith, Portland for New York, with stone to order.

Schr Belabeth, Mapes, Providence for New York, with lath to order.

Schr Bloomer, Mason, Mount Desert, Me, for Rondout, with lath to order.

Schr Robert Wing, New Haven for New York, Schr Anson Brown, Blakely, Bridgeport for New York, Schr Anson Brown, Blakely, Bridgeport for New York, Schr Anson Brown, Blakely, Bridgeport for New York, Schr Kaie Church, Arnold, New London for New

New York.

13th-Arrived, brig W H Parks, New York; schrs Wigwam, Jacksonville for Bridgeport (see Disastera).

BLIZABETHPORT, Oct 11-Arrived, schrs Send, Hallowell, New York; Watchman, Pendleton, do; F C Smith,
Upton, do.

Sailed—Schrs Maid of the Mist, Smith, Salem; F G
Russell, Rankin, St Augustine; Nettie Cushing, Cushing,
Boston; C C Sadler, Farnham, Middletown; E E Stevenson, Bunker, Salem.

EASTPOET, Oct 3—Cleared, brig Mary Grace, Pettis,
New York. Boston: GU Sader, Farman, son, Bunker, Salem, Son, Bunker, Salem, Son, Bunker, Salem, EASTPOET, Oct 8—Cleared, brig Mary Grace, Pettis, New York.

FALL RIVER, Oct 9—Saled, schrs Thos Borden, Allen; J J Harris, Hudion, and Jos Hay, Beebe, Philadelphia; Mediator, Davis, New York.

ioth—Saled, schrs Mary J Predmore, Sherman; Wm D Mangum, Chase, and Saint Lewis, Young, New York.

GALVESTON, Oct 5—Arrived, brig Cuba (Nor), Kuhle, Bostonalio. GALVESTON, Oct 9-Artved, ong Chas Novales Rio daneited, steamship City of Galveston, Evans, New York via Key West.

NEW ORLEANS, Oct 8-Arrived, ship Nunquam Dormio, Cousins, Liverpool; schrs Texana, Rault, and Enterprise, Royal, Havana.

13th-Arrived, steamship Sherman, Halsoy, New York.
Sailed-Steamship Western Metropolis, Quick, New York.

barks Hebe (Ger), Freytag, do via do: C E Jayne, Haw-kins, Liverpool; schr John H Perry, Kelley, New Bedford.

Eth-Arrived, steamships Norman, Nickerson) Boston: Catharine Whiting, Harding, Providence: W P Clyde, Rogers, Frovidence; brig Chiertain (Br), Oliver, Iquique; schrs Mary and Eliza Crowell, Windsor, NS; Thomas Borden, Allen, Fall River,

Cleared, bark Da Capo (Nor), Johanessen, Hamburg; brig Eusse (Ital), Sanciano, Cork or Faimouth for orders schrs William Stevens, Elwell, Bancer; Walton, Gott, do: Redondo, Moore, Lynn; Raiph Howe, Burgess, Belfast; M C Hardy, Banchamp, Sausbury; Emily and Jennie, Hewitt, Boston; S M Steelman, Neelman, do; E Ewing, Burns, New London; Ira Bliss, Norton, Frovidence; Mary Anna, Steelman, New Hayen; E F Cabada, Swain, Providence: Westmoreland, Rice, do.

CAFR MAY CITT, Cet 13.—Passed in, ship Lizzie C Troop (Br), from Liverpool; bark Francis Bourneuf (Br), Vickery, from Sydney, C B; brigs Lea Spring and Jennie, from — Lewes, Del, Oct II—9 30 AM—A ship, two barks and a barkentine have passed in this AM. Brig Hyperion went to sea at 10 o'clock yesterday; bark Ada arrived from above last night.

In the harbor schr Jesse L Leach; she lost anchor off Barnegat on Tuesday last; and Addie M Doane, with foresal split.

3:30 PM—Passed in to-day, ships Jane Flish, from London via Sandy Hook; British Onea, From Liferpool; den via Mosk, Erritish Onea, From Liferpool;

Barnegat on Tuesday last; and Addie M Doane, with foresail split.

3:20 FM—Passed in to-day, ships Jane Fish, from London via Sandy Hook: British Queen, from Liverpool: hark Trinidad, from Bremen, and a Prussian bark unknown) from Liverpool. The following schrs report from harbor to-day—Index, from Philadelphia for Providence; J J Little, from do for Plymouth; Admiral and Elvie Bavis, from do for saiem; Mary Haley and Jacob Keenley, from do for Boston.

PORTSMOUTH, Nil, Oct 10—Sailed, schr Nellie C Paine, Fierce, Georgetown, DC.

PROVIDENCE, Oct 11—Arrived, steamship W P Clyde, Rogers, Philadelphia; schrs Goo B Marale, Bishop, South Amboy; C W Locke, Bunce, and Wm F Burden, Adams, Romiont.

Amboy; C W Locke, Bunce, and Wm F Burden, Adams, Rondout.

Sailed—Steamships Catharine Whiting, Harding, and W F Clyde, Rogers, Philadelphia; ship Geo Huribut, Masson, Savannah; sehrs Potomac, Eldridge, Doboy, Ga, to load for Waldoboro, Me; Mary A Brown, Brown, Watchaprig, Va; Alex Young, Jones, Alexandria; Marietta Steelman, Steelman; Jesse Wilson, Connolly, and N & H Gould, Wixon, Philadelphia; Wave, Hubbard, Trenton; Robt Wing, Rengead; Cynthia Jane, Garduer, and John Wright. Osborno, New York.

12th—Arrived, sehr Sarah A Falconer, Wilson, Rondout; T P Abeal, Carr, Elizabethport; J H Youmans, Smith, and John Crockford, Hart, Hoboken; Lucy Church, Ryder, Jersey City.

Sailed—Sehr E F Meany, Lewis, New York.

RICHNOND, Oct 11—Arrived, steamship Isaac Belt, Blakeman, New York; schr Hattle Coomba, Windsor, No.

Parker, Panama.
Salted-Sebr Ocean Pearl, Bruce, Melbourne.
SaVANNAH, Oct 12—Arrived, steamship Tyber (Br),
Clark, Baltimore; ship O B Hazledine, Gilkey, London's
schr Carrie Heyer, Toland, Boston.
1th—Arrived, steamship Magnolia, Kempton, Mew
York; harks Brothers, Thurston, Liverpool; Wild Hanter,
Kelly, Barrow; schrs Susan Stetson, Wood's Hole; Carrie,
Alice, Dresden; M R Carrisle, — for Providence, Belows
bark Windward, and a schr from Bermuda.
Cleared-Bark Fama (Sp), Amigo, Montevideo; schr
Laurie Wison, Jacksonville.
SOMERSET, Oct 11—Arrived, schr John B Sanford.
Wesigate, Georgelown, DC.

Woodbridge, NJ, for Portland; Indiana, Rondout for Portsmouth.
Passed by—Schrs S & E Corson, E B Everman, J B Austin, and Jos Maxifield, Philadelphia for Boston.
Salled—Schrs Caroline Young, Caroline Knight, P L.
Stevens, Trade Wind, Latiz Rooxh, Ruit T Carriste, Wm.
Buck, Watchman, Indiana, and Charlie Bell
Iših—Arrived, schrs. Effort, and Korst, Port Johnson for Salem; Alaska, Portland for New York.
Salled—All before reported, except brig Benj Carver, Salled—All before reported, except brig Benj Carver, Salled—All before, Portland for Root, WILMINGTON, NC, Oct 10—Arrived, schrs. Ben, Davis, New York; Gold Leaf, Moore, and Maggie, Canaday, Jacksonville.
Oleared—Bark Biackpool (Br), Eden, London; brig Diana (Nor), Yarmesen, Antwerp.

-ROYAL HAVANA LOTTERY. A OFFICIAL DRAWING. OCTOBER 4 (CLASS 912).

Prize | No. Prize

634 ... 300 | 4116 ... 500 | 21227 ... 500 | 23451 ... 500 | 34952 ... 500 | 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 300 | ... 6434 ... 30 Prizes cashed and information furnished.

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